

# Transportation Planning

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# Roles and Responsibilities

- Federal
- State
- Regional (Washington D. C. Metro Area)
- Sub-Regional (Northern Virginia)
- Local

# Federal Government

- Review and Approve State Proposals
- Develop Regulations and Guidance
- Promulgate Standards
- Provide Technical Assistance
- Distribute Funding
  - *Usually with Strings Attached*

# Clean Air Act Amendments of 1990 (CAAA)

- Requires that states integrate air quality and transportation planning process
- ISTEA (1991) and TEA-21 (1997) strengthened and supported CAAA
  - Required transportation plan to be consistent with state air plan - State Implementation Plan
  - Funding flexibility for alternative strategies
- Region is a “moderate” non-attainment area for 8 hour standard – must comply by 2010

# Virginia

- Commonwealth Transportation Board
  - Policy Making Body
- Northern Virginia District became a full service district in 1987 (one of 9)
- VDRPT - Created in 1992 as a separate agency
- State owns and maintains most of the highways including local roads
  - Virginia - one of only four states
  - 1932 Byrd Road Act
  - Independent Cities
  - Arlington and Henrico Counties opted out

# Washington D.C. Region

- Transportation Planning Board of the Council of Governments (TPB of COG)
- Northern Virginia, Suburban Maryland, and D.C.
- Creation of the Transportation Plan
  - Long Range Planning
  - Multimodal, Air Quality Conformity
  - Financially Constrained Long Range Plan (CLRP) - Updated every 3 years
- Creation of the Transportation Improvement Program (TIP)
  - Implementation Plan

# Sub-Regional (Northern Virginia)

- Northern Virginia Transportation Authority
  - Established July 1, 2002
  - 16 Members, 9 jurisdictions, 2 Gov appointees (including a CTB member), and 3 GA members, VDOT Commissioner, and DRPT Director
  - Transportation referendum
  - Broad authority

# Local Government

- Land Use Planning and Authority
  - Comprehensive Plan
- Dillon Rule State
- Secondary Road System Coordination
- Transit is primarily a local responsibility



# Comprehensive Plan

- Transportation Element of the Comprehensive Plan provides goals, objectives and policies for planning and implementation of the County's transportation system.
- “Land Use must be balanced with the supporting transportation infrastructure...”
- Countywide Objectives and Policies

# Countywide Objectives and Policies

- Multimodal transportation system
- Reduce Single Occupant Vehicle (SOV)
  - Increase transit usage
  - Increase non-motorized transportation
  - Increase carpool and vanpool usage
  - Increase telecommuting
- Land Use and Transportation policies should be complementary
- Minimize community disruption and environmental impacts

# Overview of Plan Update

## *Background:*

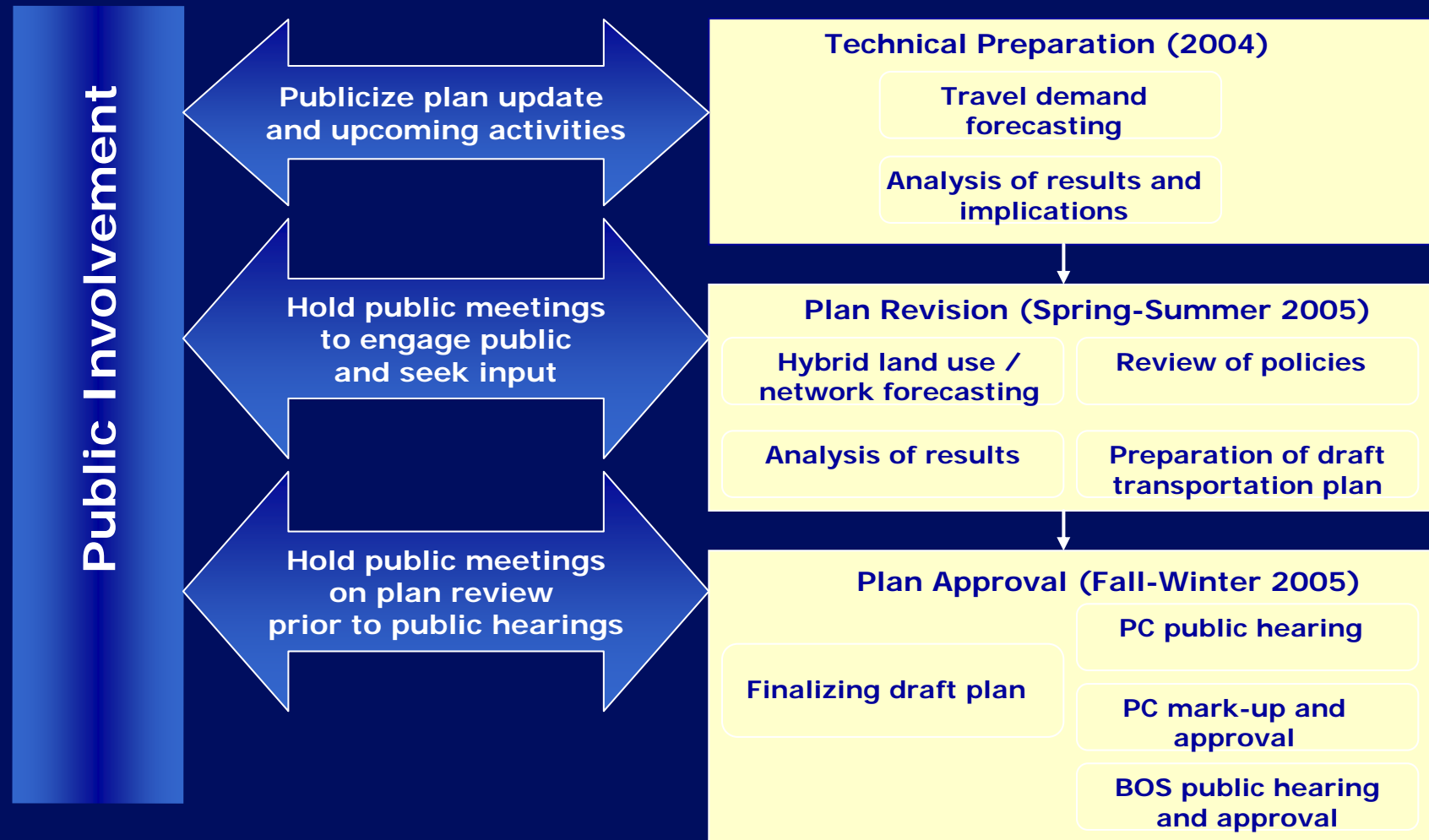
- Last Major Plan Review (1988-1991)
  - Policy Plan, including the Countywide Transportation Policies, adopted in 1990
  - Area Plans and Transportation Plan Map adopted in 1991
- Studies and Amendments since 1991
  - 1996 Policy Plan Review
  - Area Plan Review, Out-of-Turn Plan Amendment and Special Studies
- 2001-2005 Policy Plan Review Cycle
  - Transportation Plan Update: 2004-2005

# Plan Update

- Provide an up-to-date picture of the transportation system performance for the present and future years (2030)
  - *Travel demand forecasting is undertaken to test the impacts of transportation network improvement alternatives and land use futures*
- Review and update policies, maps and other plan elements to guide future development and improvement
- Not a Funding Plan

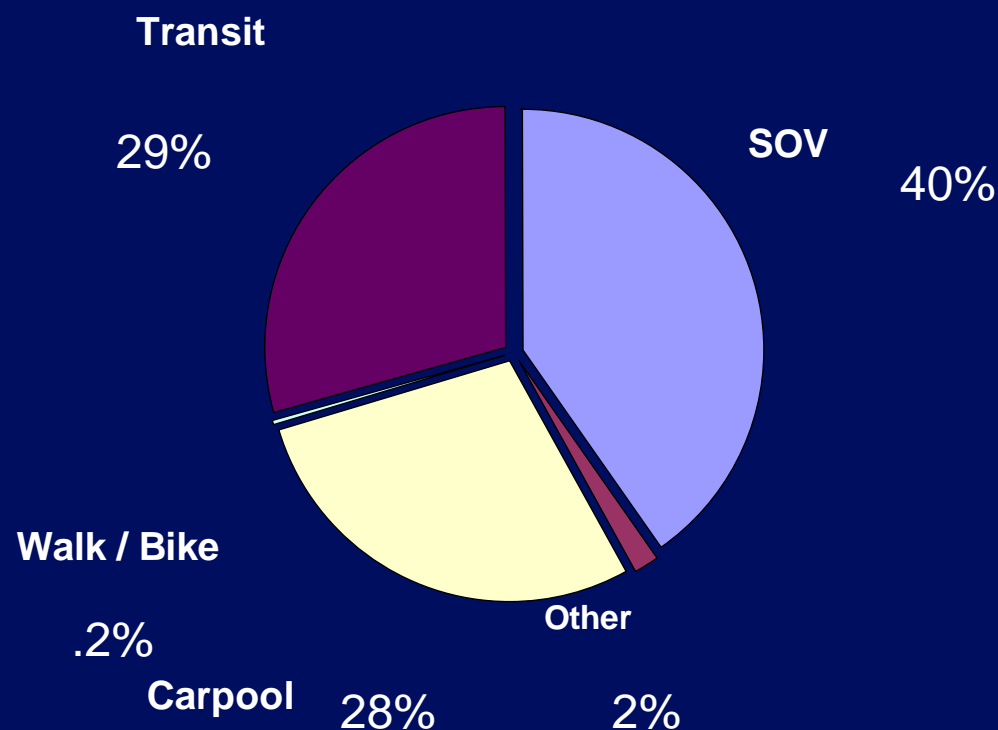
# Transportation Plan Update

## Process:



# Trends

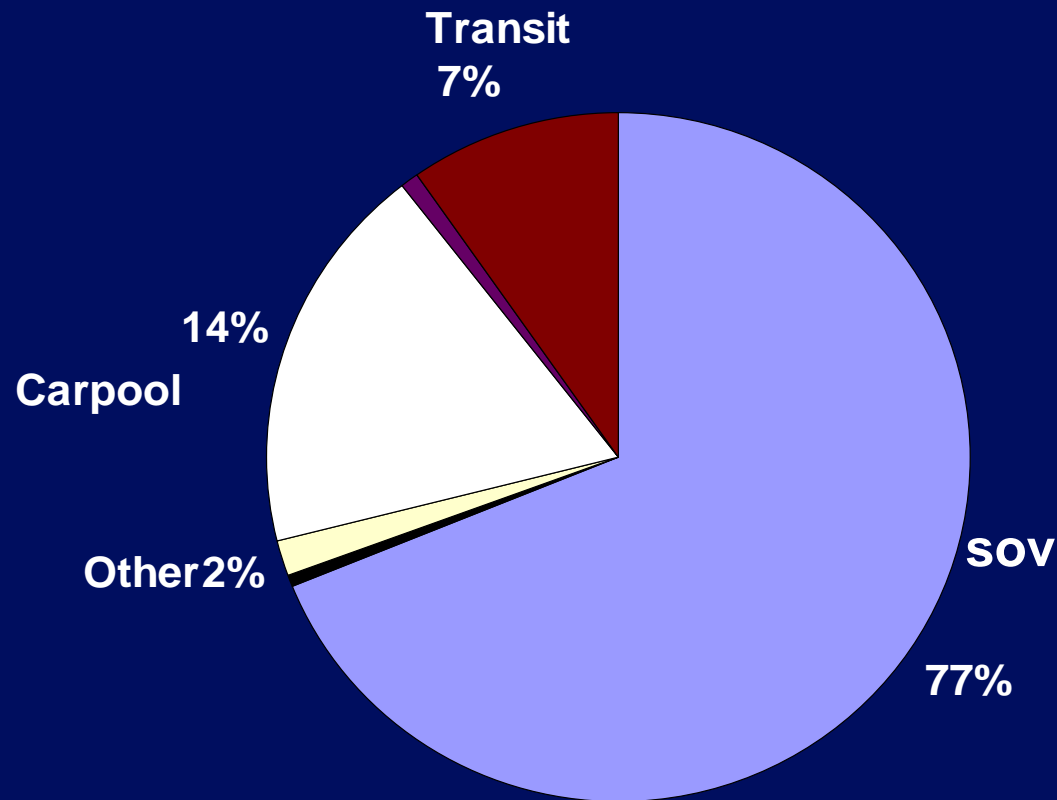
# Mode of Travel to D.C. Fairfax County Residents Only



SOURCE: 2000 CENSUS TRANSPORTATION PLANNING PACKAGE

# Mode of Travel to All Destinations

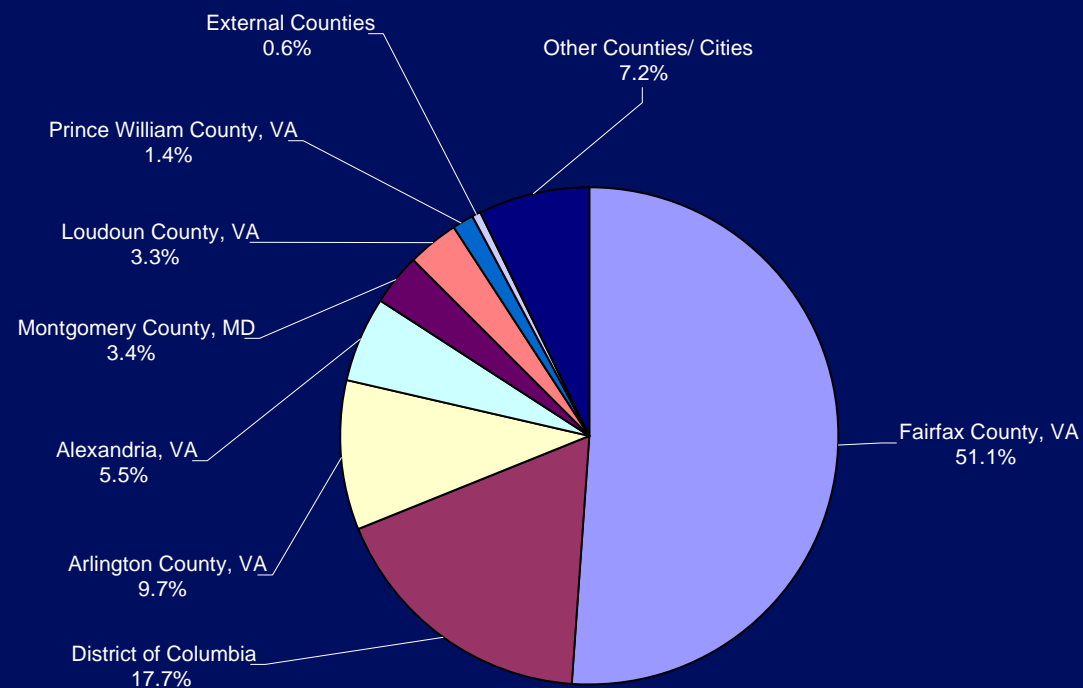
## Fairfax County Residents Only



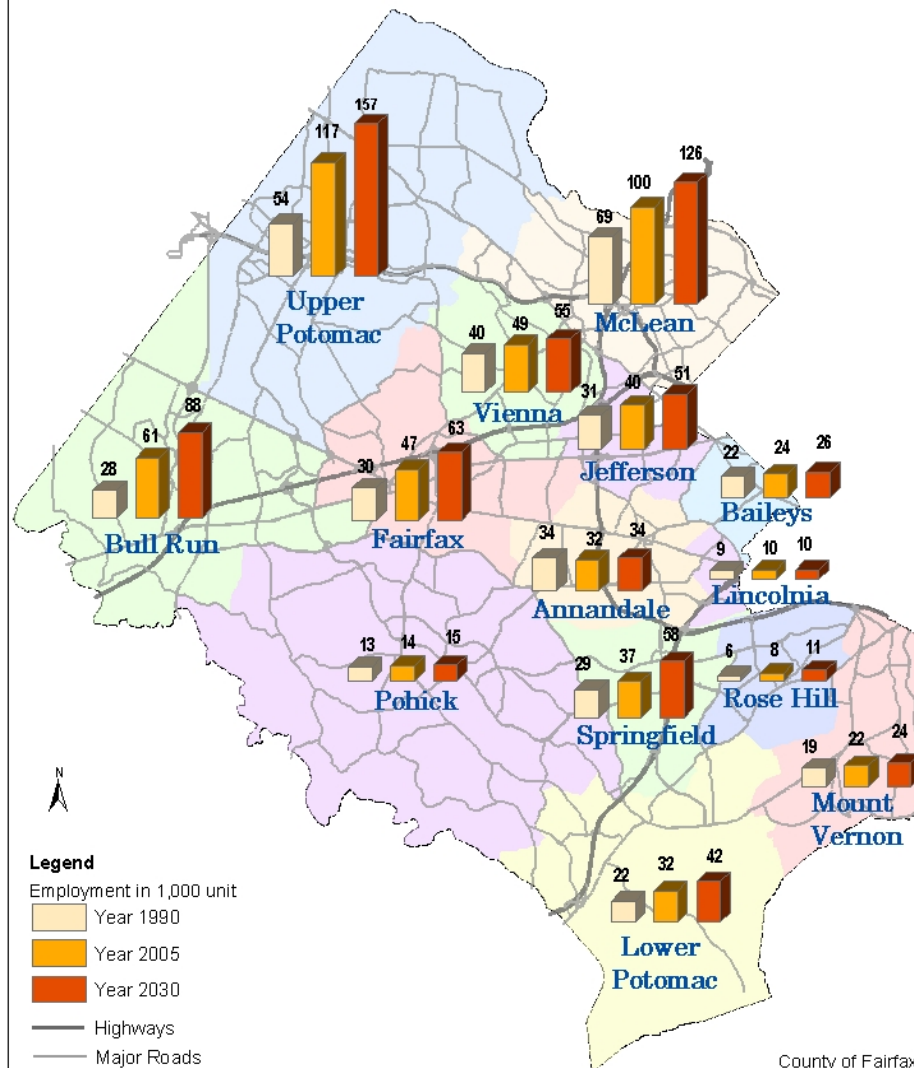
SOURCE: 2000 CENSUS TRANSPORTATION PLANNING PACKAGE



# Work Locations by Jurisdiction Fairfax County Residents Only



## Employment Growth in Planning Districts 1990 - 2005 - 2030

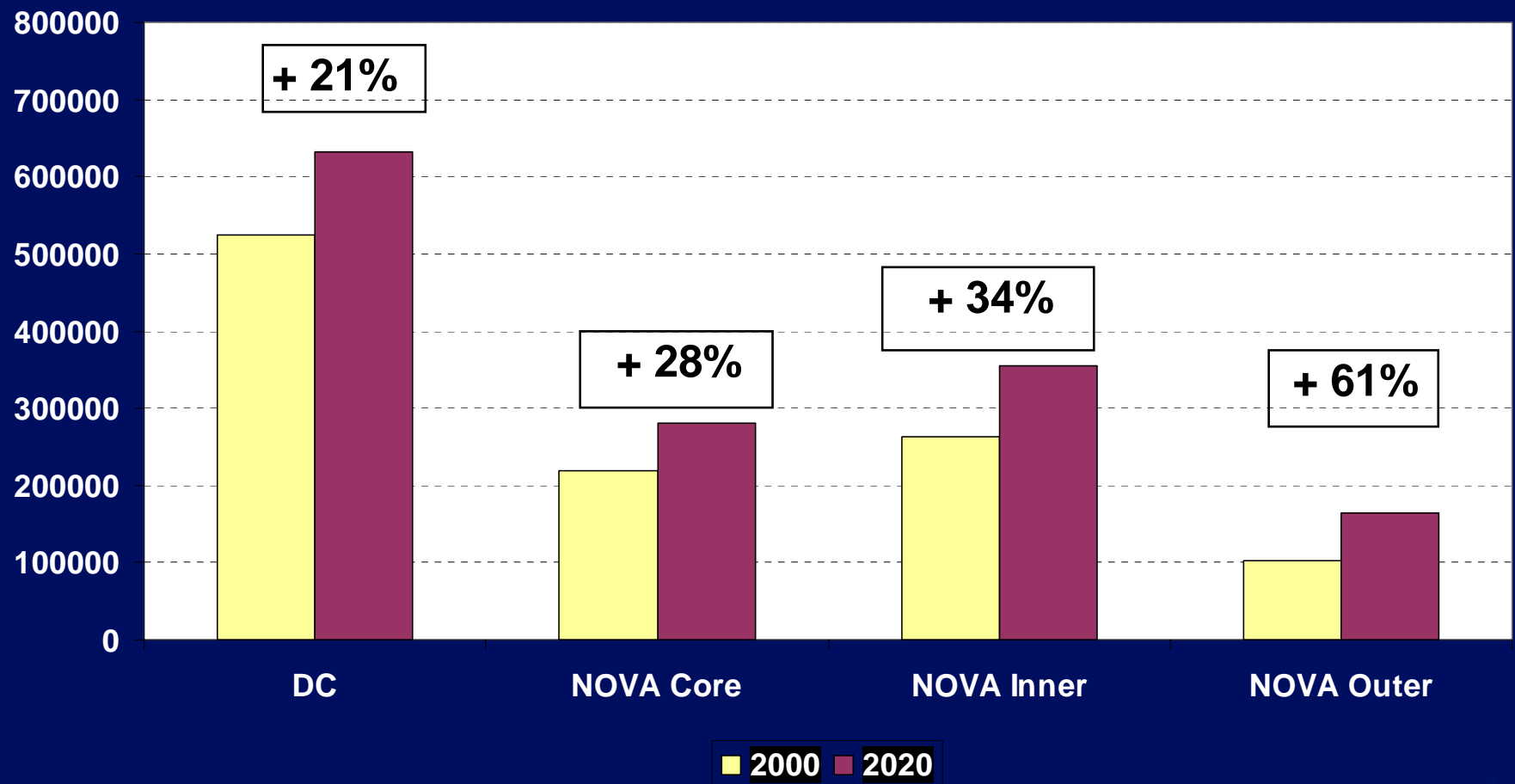


Data Source: Regional Cooperative Forecasting Round 6.4

County of Fairfax  
 Department of Transportation  
 March 2005

**TRANSPORTATION**  
 SUMMIT 2005  
 Fairfax County

# Employment Forecast for Major Employment Areas



# Trends: Observations

- DC will remain a large employment center, however, growth is occurring beyond the core
- More Fairfax County residents work in the County
- Shift from “Hub and Spoke” to “Spider Web”
- Existing HOV network and Transit system is working but is geared toward “Hub and Spoke” movement
- Transit system and HOV network does not serve the “Spider Web” movement

# Transportation Planning History 101

# Name this Plan...

- “The Plan urges the State of Virginia to pass legislation permitting building or upgrading of highways before they become crowded - not after crowded situation already exists and also calls for more bridges across the Potomac...”

# **“Year 2000 Plan” developed in 1961**

# Transportation History

## *“The Plan”*

- “Year 2000 Plan” developed in 1961
  - Three Limited Access Beltways, Six Growth Corridors, and Extensive Rail and Transit Network
  - Open space protected and development confined in recognizable compact areas
  - Avoid improving “lesser roads”



# Transportation History Part II

## *“Death of the Plan”*

- “Regional Development Plan” - 1972
  - Deleted Outermost Beltway
  - Deleted Metrorail beyond 103 mile System
  - Deleted I-66 Inside the Beltway
- “Regional Transportation Plan” - 1977
  - Deleted Segments of Middle Beltway
  - Deleted Metrorail in the Indian Head Highway and Dulles Corridor

# Transportation History Part III

## *“The Return of the Plan”*

- “Northern Virginia 2010 Transportation Plan” - 1989
  - Comprehensive Study of Transit, HOV and Roadways
  - Never formally adopted by local jurisdictions

# Transportation History Part IV

## *“The Return of the Plan Updated”*

- Northern Virginia 2020 Transportation Plan
  - Adopted by all local jurisdictions
  - Focuses on transportation corridors vs. discrete projects
  - Provides balance between highway and transit investments
  - Over 75% of expected funding needed for O & M of existing systems
  - Funding shortfall is \$14 Billion

# Transportation History Part V

## *“The Future of the Plan ?”*

- TransAction 2030
  - An update of the Northern Virginia 2020 Transportation Plan
  - Sponsored by the Northern Virginia Transportation Authority
  - Prioritization of all transportation solutions presented in 2020 Plan

# Observations

- “If you don’t build them they will not come” thinking does not work
- Transportation is at best a facilitator not the cause of growth - Certain amount of congestion is a byproduct of economic prosperity
- “Drawbridge effect”
- Don’t like sprawl but don’t like density either
- Major projects of regional significance will require special funding source
- Highway and Transit funding policies are not equitable
- Sound transportation plan requires long term commitment of dedicated funds

# More Observations

- Supply and Demand – must look at both
- Utilize strengths of each mode
- Look to *manage* traffic congestion
- Land Use and Transportation must work together - encourage mixed use, Dulles/Tysons Rail
- Prevent Urban Flight - Crime and Race, Schools, Jobs, Affordable Housing
- Need a comprehensive package of strategies and the will to carry them out
- Battles are Won/Lost in the Trenches